

Get Involved Contact Form

Johnathan Talley [REDACTED]

Sent: 10/6/2015 8:46 PM

To: info@ourtransitfuture.com

Name: Johnathan Talley

Phone Number: [REDACTED]

Email Address [REDACTED]

Message Body:

Have there been any talks of expanding the route East from its termination in Durham county? With the residential growth taking place and traffic headaches along highway 98 toward Wake Forest, this transit route would add benefit to many Durham residents. It may also spur economic and commercial activities and open the door for revitalization of several areas in the East Durham.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Samuel Tatum

Email: [REDACTED]

Mailing Address: [REDACTED]

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

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Please leave your comment on the Draft Environmental Impact Statement:

It will Help with the traffic and All Business
getting products to them much Faster
and get more people From ~~count~~ county to
County faster with out dealing with the Highway.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Lakeysha Taylor

Em

Mailing Address:

City:

Zip Code:

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

Awesome Project, will help a lot of people
get around the community. Awesome.

Please Turn Over →

light rail

Sheila Tayros [REDACTED]

Sent: 9/25/2015 9:13 AM

To: info@ourtransitfuture.com

I am in favor of light rail and wish there were more routes so that all neighborhoods could be served by mass transit. Teens and older seniors need to drive (when they possibly could use mass transit) because there is not mass transit. The most roads are not safe for bicycles and keep many of the 'working-aged' people off of the roads for commuting. Unfortunately, I believe that most people won't use mass transit for work unless they have difficulty with parking. BUT the options should be there.

Sheila Tayrose

Confidentiality notice: Information contained in this message is intended only for the addressee (s). If you believe have received this message in error, please notify the sender immediately by return electronic mail, and delete this email without further review, disclosure, or copying. Thank you.

----- Original Message -----

Subject: Support for the C2A alignment as preferred alternative route for the LRT DEIS

From: Barbara Teagarden [REDACTED]

Date: Mon, August 31, 2015 11:06 am

To: info@ourtransitfuture.com

Hello,

I would like to voice my strong support for the C2A preferred alignment for the DEIS LRT submission on economic, travel time, and ridership reasons.

1. C2A has the fastest travel time of the preferred alternatives
2. C2A is the least expensive route
3. C2A has the highest ridership numbers of the preferred alternatives.
4. C2A offers better parking spaces at the Woodmont station

Thank you for choosing C2A as the preferred alternative for the LRT implementation.

Barbara Teagarden

----- Original Message -----

Subject: Get Involved Contact Form

From: Barbara Teagarden [REDACTED]

Date: Mon, August 31, 2015 11:02 am

To: info@ourtransitfuture.com

Name: Barbara Teagarden

Phone Number:

Email Address: [REDACTED]

[REDACTED]

I would like to register my strong support for DEIS preferred alternative C2A. Environmentally it is the best choice for the LRT alignment. It uses the Little Creek crossing at Hwy 54, which is an already disturbed area. It does not invade the Significant Slopes Natural Heritage area identified by DENR of the Little Creek wetlands area. It does not cross undisturbed areas of the Little Creek wildlife area and facilitates the movement of animal and aquatic life through the undisturbed corridor.

Thank you for choosing the C2A alternative as the preferred alignment for the DEIS submission.

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This e-mail was sent from a contact form on Our Transit Future
(<http://ourtransitfuture.com>)

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Barbara Teagarden

Email: _____

Telephone: _____

Mailing Address: _____

City: _____

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
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Please leave your comment on the Draft Environmental Impact Statement:

C2A as preferred alternative
for environmental reasons.

Please Turn Over →

Official Public Comment

form to
the comment
box

Please
return this
form to
the comment
box

----- Original Message -----

Subject: Support for C2A preferred alternative for cost, travel time, and ridership attributes

From: Eric Teagarden [REDACTED]

Date: Mon, August 31, 2015 10:46 am

To: info@ourtransitfuture.com

Hello,

I would like to express my support for the C2A preferred alternative over Little Creek for the following reasons:

1. Most economical alternative
2. Fastest travel time
3. Highest ridership metrics
4. Greater parking opportunities at Woodmont station

Thank you for choosing the C2A alignment as the preferred alternative in the LRT DEIS.

Eric Teagarden

----- Original Message -----

Subject: Get Involved Contact Form

From: eric teagarden [REDACTED]

Date: Mon, August 31, 2015 10:42 am

To: info@ourtransitfuture.com

Name: eric teagarden

Phone Number:

Email Address: [REDACTED]

Message Body:

I would like to register my strong support for preferred alternative C2A for the following environmental reasons:

1. C2A does not invade the Natural Heritage Significant slopes area as would C1 and C1A
2. C2A travels over Little Creek at the already disturbed Hwy 54 bridge crossing rather than cut a new swath through the Little Creek wetland area.
3. C2A parallels the Hwy 54 roadway which facilitates access to rail lines for maintenance, assurability, and reliability.
4. C2A presents the least environmental impact to the Little Creek wetlands and the UNC park lands near Hamilton road.

Thank you for choosing C2A as the preferred alternative for the LRT DEIS recommendation. It protects our environmental assets and provides mobility to our community.

--

This e-mail was sent from a contact form on Our Transit Future
(<http://ourtransitfuture.com>)

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Eric Teagarden

Mailing Address:

City:

Chapel Hill

Zip Code:

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

I strongly support C2A and NHC
for the preferred alternatives
for the DEIS submission.
Benefits are:

lower environmental impact
lower financial cost
higher ridership
shorter trip time
parking areas

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

at least as great (likely greater) than that for the Downing Creek Community with the C2/C2A routes—despite media coverage.

Please
return this
form to
the comment
box

Environmental impact—destruction of trees, habitat, and animals—is not acceptable. Large infrastructure projects of this type cannot be an afterthought in urban/regional development—they are never successful as an afterthought as this is. Destruction of the environment, plus noise and vibration issues, are overwhelmingly negative in this project, especially during construction.

Is this technology going to be out-of-date before the light rail is completed? Quite likely. It seems the monetary investment would be better used in a more forward-thinking technology that requires less construction.

We remain opposed to the C1/C1A alternative routes. We are also unconvinced of the feasibility of the project.

Also, will the new state budget's cap of \$500,000 per light rail project mean that funding is even more in question to finish the build?

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Eric Teagarden

Email:

Telephone:

Mailing Address:

City:

Zip Code:

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Please leave your comment on the Draft Environmental Impact Statement:

On my previous comment form I
had erroneously stated
~~that~~ NHC for preferred alternative.
I meant to say
NHC 2.

Thanks for emending this.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

form to
the comment
box

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Scott Teagarden

Email:

Telephone:

Mailing Address:

City:

Chapel Hill

Zip Code:

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

C2A preferred
NHC 1 preferred

Please Turn Over →



Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

form to
the comment
box

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

R. Tell

Email:

Telephone:

Mailing Address:

Zip Code:

27517

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

Your traffic study conclusions on the impact of the light rail on the Banker Chapel East - NC 84 intersection are unbelievable.

The level of service will not be improved! It will get worse! Your study failed to take into account the human time to react to the railroad gate rising before a driver would start to move. The service would get worse, not better.

OVER

Please Turn Over →



Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

It original route through
Meadowmont should be reconsidered,
using the route that does not cross
the Corp of Engineers area or land.
Meadowmont was built with the
light rail project included.

Get Involved Contact Form

Ron Tell [REDACTED]

Sent: 9/25/2015 7:45 PM

To: info@ourtransitfuture.com

Name: Ron Tell

Phone Number [REDACTED]
[REDACTED]

Message Body:

I am concerned about safety at the proposed grade level crossings. First, there are far too many grade level crossings. Second, I believe that the experience of light rail grade level crossing shows that light rail has more than 20 times more accidents for each passenger mile traveled than cars. Therefore, I recommend that the tracks be elevated or the project be abandoned.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

R.J. Tell [REDACTED]

Sent: 9/26/2015 7:19 PM

To: info@ourtransitfuture.com

Name: R.J. Tell

Phone Number: [REDACTED]
[REDACTED]

Message Body:

The proposed alignment or route does not go to the SouthPoint area where there is existing high density housing or to other high density housing. or mixed land use development.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Ron Tell [REDACTED]

Sent: 9/26/2015 7:27 PM

To: info@ourtransitfuture.com

Name: Ron Tell

Phone Number: [REDACTED]
[REDACTED]

Message Body:

The East Alston low income, minority transit dependent community is not served by the proposed route of here light rail project. Also, Durham Tech and NC Central University are not served by the proposed routing. The current proposed route alignment will put affordable housing in position to compete with the inevitable station area increased rents, housing prices and land prices. Therefore this project does not serve social justice.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: James Theodore

Mailing Address: [REDACTED]

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Please leave your comment on the Draft Environmental Impact Statement:

It's infrastructure; good for the economy and the environment. Connect these cities together, will create more small businesses less cars on the road = less pollution. As a home owner, maybe it's will keep our property tax stable. Keep a load off of the future generation, it's will pay in long term. -

Please Turn Over →

Fwd: Aldersgate UMC

Jeffrey Sullivan [REDACTED]

Sent: 10/8/2015 5:32 AM

To: "info@ourtransitfuture.com" <info@ourtransitfuture.com>

[REDACTED]

----- Original Message -----

Subject: Aldersgate UMC

From: CHARLOTTE THOMAS [REDACTED]

To: Jeffrey Sullivan [REDACTED]

CC:

I am on the Aldersgate email list, but I now live in Arizona. I can attest to the great success of light rail in the Phoenix metropolitan area. My caveat would be that the historically black areas not again be "put asunder" by another transportation project. That neighborhoods be preserved. Phoenix has put the light rail along already established major corridors. Phoenix and other communities are finding that people wish to live along the light rail, that businesses want to be where people are which is near the light rail.

Phoenix Sky Harbor airport has added "Sky Train" from the light rail terminal near the airport economy parking area that goes to all the terminals.

Charlotte Thomas

--

Get Involved Contact Form

Laura Thomas [REDACTED]

Sent: 10/13/2015 9:56 PM

To: info@ourtransitfuture.com

Name: Laura Thomas

Phone Number:

Email Address [REDACTED]

Message Body:

That we are even discussing whether this is a worthwhile venture blows my mind. To wait is foolish. With time it only becomes more and more difficult to retro-fit a city for mass transit. Traffic is becoming absurd and with the projected growth for this area, I challenge anyone to a better solution. It is an expense that I, a cabinetmaker barely making ends meet, am willing to incur. We have no choice!

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Light rail

Sent: 9/29/2015 11:57 AM

To: info@ourtransitfuture.com

There must be a reason WakeCounty is the intelligent county by not approving the light rail. Yes not enough density. Living off 54 near the Friday Center I do not see any traffic relief with this rail . If anything more traffic and accidents. There is an accident about everyday between the Friday Center and I 40 . Also by taking off the plate the rail through Meadowmont which was approved due to this rail going through leaves many questions of EQUITY. If Chapel Hill wants it so badly then build it from the Friday center to UNC and let the town and county pay for it. I see no traffic relief as it is planned now except maybe at the area . But the buses are doing a great job already . So why build and spend this money which can be used in a better equitable way not just for a FEW. Yes Take the rail through the neighborhoods in Chapel Hill that wants it not through areas that do not give traffic relief and cause more accidents and lawsuits .

Thanks, Alexis Thompson.
Sherwood Forest neighborhood

Sent from my iPhone

Oppose light rail - route

julie thurman [REDACTED]

Sent: 10/12/2015 8:53 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because the proposed route of the rail travels through low-density areas. And in addition, the entire region does not have a dense enough population for such a monster of transportation. This train does not service areas that would use it, nor does it take riders places that are needed, such as the Research Triangle Park, shopping, or the airport.

Julie Thurman
[REDACTED]

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Oppose light rail - not voted

julie thurman [REDACTED]

Sent: 10/12/2015 9:04 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because the ballot that had the tax increase for transportation was only about “transportation systems” not rail. Rail was never mentioned on the ballot nor was it ever voted on. To say the people want light rail because they voted for it is a lie, or at the best, it is ignorance. Do not consider the .05% tax increase a mandate for the rail; it is a mandate for improving transportation. Although a light rail was not specifically voted on, there was much talk of this possibility. However, voters were led to believe that this would be a light rail connecting Durham and Orange counties with RTP and Raleigh. As this was voted down by Wake county voters, and the light rail will no longer connect to RTP and Raleigh, I am sure that many Orange and Durham county voter, including myself, would have opposed this project and increased tax.

Sincerely,
Julie Thurman

[REDACTED]

Oppose light rail - Parking issues

julie thurman [REDACTED]

Sent: 10/12/2015 9:08 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because there will be little additional parking at most of the stations and several stations will have no parking at all, including the Woodmont station. Duke is not adding parking and neither is UNC. Most stations will be walk-up only and this will further minimize ridership, which is extremely overstated by GoTriangle.

Sincerely,

Julie Thurman
[REDACTED]

Oppose light rail - ridership

julie thurman [jcthurman3@hotmail.com]

Sent: 10/12/2015 9:33 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because based on figures submitted by GoTriangle in the DEIS, it serves less than 5% of the population. There are more flexible and cost efficient ways such as Bus Rapid Transit to address the transportation issue than spending \$1.8 billion on such a small number of people.

Sincerely,

Julie Thurman



Oppose light rail - not a solution to traffic issues

julie thurman [REDACTED]

Sent: 10/12/2015 9:35 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because is not a complete solution to our traffic issues. Studies have shown that drivers will continue to drive cars on a daily basis and LRT riders will be the same ones currently using buses.

Sincerely,

Julie Thurman
[REDACTED]

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Oppose light rail - a waste of taxpayer money

julie thurman [REDACTED]

Sent: 10/12/2015 9:38 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because with citizens working hard to make ends meet, state and local officials making cuts to budgets in the areas of education and health, I think that spending \$1.8 billion on a system that serves a minor segment of the population, causes environmental impacts and disrupts the lifestyles of many is a waste of money. As we, the taxpayers must take care of our personal budgets and spend our hard earned money as responsibly as possible, I would expect you to do the same with the contributions we make to our economy. Please be responsible with my tax dollars and look into other more progressive and less expensive ways to solve our traffic issues. Don't invest in a system that will be obsolete before it's complete and leave a tax burden behind. I'd prefer my tax dollars to be spent more wisely and less frivolously.

Sincerely,

Julie Thurman
[REDACTED]

Oppose light rail - doesn't serve the people

julie thurman [REDACTED]

Sent: 10/12/2015 9:40 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because it will not sustain itself and become a financial burden to the taxpayers for years to come. There is no need to spend such an extravagant amount of money on this project when there are other forms of transportation and technology being developed that will solve the transportation needs in a much more efficient and flexible way. Why spend \$1.8 billion on a system that cannot be moved as ridership needs change, is dangerous and will be obsolete before it's complete. I'd prefer my tax dollars to be spent more wisely and less frivolously.

Sincerely,

Julie Thurman
[REDACTED]

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Oppose light rail - will not sustain itself

julie thurman [REDACTED]

Sent: 10/12/2015 9:41 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because it will not sustain itself and become a financial burden to the taxpayers for years to come. There is no need to spend such an extravagant amount of money on this project when there are other forms of transportation and technology being developed that will solve the transportation needs in a much more efficient and flexible way. Why spend \$1.8 billion on a system that cannot be moved as ridership needs change, is dangerous and will be obsolete before it's complete. I'd prefer my tax dollars to be spent more wisely and less frivolously.

Sincerely,

Julie Thurman
[REDACTED]

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Oppose Light Rail - safety concerns

julie thurman [REDACTED]

Sent: 10/12/2015 8:33 PM

To: info@ourtransitfuture.com

To Who it May Concern:

I oppose the proposed Durham – Orange Light Rail because there will be an at-grade crossing at the intersection of Downing Creek Parkway and Hwy 54. Hwy 54 is a very busy highway and cars will run the real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. The car will be trapped between the gate and cars on Hwy 54 and will get hit by the train. Please flag and investigate this intersection.

Sincerely,
Julie Thurman

Oppose light rail - environmental concerns

julie thurman [REDACTED]

Sent: 10/12/2015 8:36 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because it will cross federally protected wetlands 140 times per day. The Army Corps of Engineers maintains this land. Building it will destroy the habitat and it will never be able to recover because of the constant crossing of the train. The Army Corps of Engineers should never have approved this route. They were led to believe that Downing Creek residents wanted the Woodmont station and this is not true. A survey shows that 90% of Downing Creek residents do NOT want the rail.

Julie Thurman
[REDACTED]

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Oppose light rail - route issues

julie thurman [REDACTED]

Sent: 10/12/2015 8:51 PM

To: info@ourtransitfuture.com

I oppose the Durham-Orange County light rail because the route makes very little sense. I drive this route nearly every weekday and have never had to wait for a light to cycle more than once after I've gotten past the area where the majority of cars turn off to head toward RALEIGH. While I agree that there is a fair amount of traffic on about a mile stretch of 54 in the mornings and, mostly, in the evenings, almost all of this traffic is heading toward Raleigh, not Durham. How will this "solution" come close to alleviating that issue? I understand that Go Triangle is trying to make the case that traffic along that route will increase over the next several decades, but it would take a HUGE increase in traffic to merit a 1.8 billion dollar project that would likely not even solve the problem. If anything, this light rail would only serve to create a problem along this route by attracting high density developers.

Sincerely,

Julie Thurman
[REDACTED]

Oppose light rail - cost

julie thurman [REDACTED]

Sent: 10/12/2015 8:55 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because the construction will cost at least \$1.8 billion. This does not include cost over-runs. Based on accurate data, this rail will not even come close to solving traffic problems that could justify such an initial and on-going expense.

Julie Thurman
[REDACTED]

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Oppose light rail - antiquated

julie thurman [REDACTED]

Sent: 10/12/2015 8:57 PM

To: info@ourtransitfuture.com

To Whom it May Concern:

I oppose the proposed Durham – Orange Light Rail because rail has become an antiquated mode of transportation for the 21st century. It is totally incompatible with up and coming technology.

Julie Thurman
[REDACTED]

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Oppose Light Rail - Cost

Taylor Thurman [REDACTED]

Sent: 10/12/2015 9:43 PM

To: "'info@ourtransitfuture.com'" <info@ourtransitfuture.com>

Federal Transportation Administration,

I oppose the proposed Durham – Orange Light Rail because the construction will cost at least \$1.8 billion. This does not include cost over-runs. Based on accurate data, this rail will not even come close to solving traffic problems that could justify such an initial and on-going expense.

Thank you.

---Taylor Thurman
[REDACTED]

J. Taylor Thurman, CFA
[REDACTED]

MORGAN CREEK
CAPITAL MANAGEMENT

ALTERNATIVE THINKING ABOUT INVESTMENTS

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+++++

Oppose Light Rail – Voters never voted on light rail

Taylor Thurman [REDACTED]

Sent: 10/12/2015 9:48 PM

To: ""info@ourtransitfuture.com"" <info@ourtransitfuture.com>

Federal Transportation Administration,

I oppose the proposed Durham – Orange Light Rail because the ballot that had the tax increase for transportation was only about “transportation systems” not rail. Rail was never mentioned on the ballot nor was it ever voted on. To say the people want light rail because they voted for it is a lie, or at the best, it is ignorance. Do not consider the .05% tax increase a mandate for the rail; it is a mandate for improving transportation.

Thank you.

[REDACTED]

J. Taylor Thurman, CFA

[REDACTED]

MORGAN CREEK
CAPITAL MANAGEMENT

ALTERNATIVE THINKING ABOUT INVESTMENTS

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+++++

Oppose Light Rail - Route

Taylor Thurman [REDACTED]

Sent: 10/12/2015 9:46 PM

To: info@ourtransitfuture.com

Federal Transportation Administration,

I oppose the proposed Durham – Orange Light Rail because the proposed route of the rail travels through low-density areas. And in addition, the entire region does not have a dense enough population for such a monster of transportation. This train does not service areas that would use it, nor does it take riders places that are needed, such as the Research Triangle Park, shopping, or the airport.

Thank you.

[REDACTED] 517

J. Taylor Thurman, CFA

MORGAN CREEK
CAPITAL MANAGEMENT

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+++++

route selection

Don Tiedeman [REDACTED]

Sent: 9/9/2015 5:07 PM

To: info@ourtransitfuture.com

Congratulations on selecting route C2A for the Rapid Transit route. Clearly the best choice - effects the fewest people negatively, best cost structure, fastest route.

Don Tiedeman
[REDACTED]

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DEIS comments

Tiller, Eli [REDACTED]

Sent: 10/8/2015 10:58 AM

To: info@ourtransitfuture.com

Hi there DEIS folks,
I love the transit plan and would use it regularly to commute for fun at nighttime between Chapel Hill and Durham.

Thank you,
Eli Tiller
Chapel Hill Resident

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Jane

Email:

Telephone:

Mailing Address:

City:

Zip Code:

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

*yes I do support this project.
I think it would be great. We have
a lot of people coming from Chapel Hill
into Durham.
Thank you!*

Please Turn Over →

Light Rail Crossing at Farrington Road

Sent: 8/22/2015 7:49 AM

To: info@ourtransitfuture.com

Hello,

I am a bicycle commuter and I take Farrington road daily in both directions. The "S" curve on Farrington where the rail is mapped to cross is one of the most dangerous sections of the roadway. The lanes narrow in both directions and there is about a 10 foot drop adjacent to the north bound shoulder. Both curves on the "S" are blind to motorists in both directions, and the long straight sections leading into the curves facilitate higher than safe speeds.

Is the rail crossing planned to be at grade, or to bridge over Farrington road?

Lee Tobin,
Chapel Hill

Comment on light rail plan...

Allen Torrey [REDACTED]

Sent: 9/15/2015 2:08 PM

To: info@ourtransitfuture.com

Unlike many of those commenting on the Chapel Hill-Durham light rail plan, I have no animosity to mass transit in general or to light rail in particular. Nor would my neighborhood be adversely affected by the plan; to the contrary, residents here could walk to the UNC Hospitals station and I imagine that some of us would use the the system at least occasionally for trips to Durham.

I can't, however, endorse the plan. There just isn't enough workday commuter traffic between Chapel Hill and Durham to justify the very considerable expense of a fixed-route transit system, and I would guess that only a small percentage of these commuters would give up their cars to ride it regularly.

Despite all the work that has gone into light rail planning, I think the TTA should shift instead to full support of enhanced bus service. This would include on-the-bus amenities (wifi, and effective bike holders) and essentials for riders (nearly every stop should have a comfortable shelter with electronic signboards) **and, where useful, designated bus lanes and even separated lanes.** Such a system would be more flexible – and incremental – than fixed rail and it could focus on the 15-501 route and not 54 south – no one here goes to downtown Durham that way. Also, buses of the not-too-distant future may be powered entirely by electricity. Think of what just a portion of \$1.8 billion could do to create a truly great transit system, and in far less time than the light rail plan.

Thanks,
Allen Torrey
Chapel Hill

Get Involved Contact Form

Ingrid Toth [REDACTED]

Sent: 10/9/2015 8:09 PM

To: info@ourtransitfuture.com

Name: Ingrid Toth

Phone Number: [REDACTED]
[REDACTED]

Message Body:

I oppose the siting of the ROMF at the Farrington Rd location as it is only the length of half a football field away from a retirement community and only a few hundred yards from an elementary school. It is UNSAFE to locate an industrial facility in the very midst of a residential community, and if it is to be built at all then it should be placed in an area that already has industrial development, NOT in a residential area.

Thank you.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Comments opposing light rail and proposed ROMF at Farrington Rd

Ingrid Toth [REDACTED]

Sent: 10/10/2015 9:07 PM

To: info@ourtransitfuture.com

I oppose the Durham Orange light rail system for many reasons, one of which is the huge cost of taxpayer money for a system that is fixed and inflexible in its route, and that would serve such a limited population.

I also am greatly concerned about the impact of noise and light pollution from the proposed ROMF on Farrington Rd. I am worried that not enough measures would be taken to adequately protect the residents across the street from this pollution.

Ingrid Toth
Sent from my iPad

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Comments on Light rail and ROMF mitigation

Ingrid Toth [REDACTED]

Sent: 10/10/2015 9:30 PM

To: info@ourtransitfuture.com

If the Farrington Rd site is selected for the ROMF, please protect the existing and future residents at The Villas at Culp Arbor and nearby school and neighborhoods by adding large buffers of trees between the facility and the road, by building shields for the stadium lights shining down onto the rail yard, by adding sound absorbers to protect residents from the trains coming into the rail yard during the night, by providing increased protection from crime for the residents of the surrounding neighborhoods, protecting as much green space as possible around the ROMF, building a brick or stone wall around the ROMF, and making the buildings no more than 2 stories high.

Thank you.

Ingrid Toth

Sent from my iPad

Comment: opposition to light rail

Ingrid Toth [REDACTED]

Sent: 10/11/2015 9:52 PM

To: info@ourtransitfuture.com

Having been driven to the degree possible along the path of the proposed light rail system, I am opposed to it on the grounds that I can't quite figure where the ridership that would justify such an immense price tag would come from. The terminus at either the UNC or Duke campuses is not anywhere near the central campus of either. Much of the rest of the route would mainly serve the already more privileged citizens of the two counties and not the poor and underserved who could truly stand to benefit from it.

Ingrid Toth

Sent from my iPad

D/O LRT

William Traywick Jr. [REDACTED]

Sent: 8/28/2015 12:51 AM

To: info@ourtransitfuture.com

Thanks kindly for the email update for the upcoming LRT meeting on 19Sept. @ Durham Station. I would like to see the LRT commence with construction about three years prior to 2020 but obviously in lieu of State and Federal Grant money and economic and environmental impact studies that thought is marginal at best. I am employed at the VAMC in Durham and am euphoric that you all have selected a station to be located near that facility. Economics is heavily accentuated in Durham with 80% of the RTP being within Durham County. This LRT will be vital for continued economic growth because transportation is a significant criteria for expansion or new investment. Now, I saw where this LRT does not run to the RTP. Has there been any affirmative movement from RTP officials about extending this LRT to the Park?

Have a good one! 😊 🌿

Wm. Traywick Jr.

Funding-General Assembly

William Traywick Jr. [REDACTED]

Sent: 9/23/2015 12:32 PM

To: info@ourtransitfuture.com, "Park Mims" <parkmims@att.net>

To whom it may concern:

Read an article in the *Raleigh News & Observer* on 22Sept. (Tues.) that the NC General Assembly significantly reduced the funding for transportation projects that would seriously crimp the development of the proposed D/O LRT. The media does not always get their stories correct and thus, will this decrease in state funding have a deleterious effect on the LRT project ? I hope not. Durham had an 18% increase in population from the 2010 census and that percentage is expected to hold firm for the 2020 census. If the D/O LRT falls through, Durham is going to have a monumental increase in traffic congestion which could instigate a negative impact for continued economic expansion and new investments in the RTP. Without the RTP, Durham is nothing more than a small college town off of I-85 and I-40.

With Kind Regards,
Wm. Traywick Jr.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Wm. Traywick Jr.

Email: [REDACTED]

Mailing Address: _____

City: _____

Zip Code: _____

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

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Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

Comment on LR project on back of this page.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

I favor the Light Rail project due to Durham's ↑ population. But I believe that it needs to be implemented as to the areas the LR will serve. First, east Durham needs a greater rail presence due to most residents in that area are on the lower socio-economic scale. Secondly, the LR should have a station near NCU. Third, the LR needs to run through more heavily populated neighborhoods between Durham-Chapel Hill.

Ques. → Did the General Assembly in Raleigh during the present ⁽²⁰¹⁵⁾ session put a deep cut into funding local transportation projects? I read the article in the Durham Herald-Sun newspaper.

14 MR. DIMITRI TREMBATH: Good
15 evening. Thank you for the opportunity to
16 speak tonight. My name is Dr. Dimitri
17 Trembath. I'm an associate professor in
18 the department of pathology and lab
19 medicine at the University of North
20 Carolina at Chapel Hill and a resident of
21 Durham, and the opinions expressed tonight
22 are obviously my own. They do not
23 represent those of UNC.

24 I am speaking tonight against

1 light rail and advocate a no build option
2 with any and all funds raised from local,
3 state, and federal sources used to improve
4 current transit options, explore and
5 develop bus rapid transit, and encourage
6 an independent review of the transit needs
7 of Durham and Orange County.

8 The case against light rail can be
9 made both against light rail in general
10 and even more so against proposed
11 Durham-Orange light rail plan put forth by
12 GoTriangle.

13 Light rail does not improve
14 congestion, as one can see from the
15 practical results in Charlotte, recently
16 determined to be the most congested city
17 in North Carolina, and more globally by
18 looking at cities that have made mass
19 transit a priority, such as Vancouver,
20 which, despite extensive investment in
21 mass transit, has been determined to be
22 the most congested city in North America.

23 This is due, in part, to what some
24 authors have called the principle triple

1 conversion, when you relieve coming --
2 from removing some riders from the road is
3 quickly negated by other riders taking
4 their place.

5 With the general transit time to
6 work in the US being approximately 20
7 minutes, light rail being at best half as
8 fast as automobiles, cannot literally keep
9 up.

10 Light rail is also, according to
11 data from Our Transit Future's own
12 website, one of, if not the most
13 expensive, forms of public transportation
14 with a capital cost of 8 million per mile
15 compared to 1 million per mile for
16 conventional bus transport.

17 With a recovery of 20 percent or
18 less, light rail places an increasing
19 burden on the taxpayer to fund both trips
20 on light rail and the maintenance of light
21 rail. The estimates for the Durham-Orange
22 Light Rail Plan say this will be, at
23 minimum, a \$12.8 million additional tax on
24 taxpayers annually.

1 Given the increasing cost of the
2 Durham-Orange Light Rail Plan, now 1.8
3 million, the decrease in promised travel
4 times, 42 to 44 minutes, the safety issues
5 created by at-grade crossings and the
6 other disruption of the Farrington Road
7 corridor and the homes of people who live
8 there by the proposed rail maintenance
9 facility, I propose that the Durham-Orange
10 Light Rail Plan be shelved and an
11 independent review, without the
12 involvement of GoTriangle, the Durham City
13 Council, and Chapel Hill Town Council, be
14 performed to determine the best options
15 for the Durham-Orange County corridor.
16 Thank you.

17 MR. JOYNER: Thank you. And I
18 know everybody gets a little nervous
19 sometimes speaking, but -- quickly, but we
20 do need to make sure our court reporters
21 have an opportunity to hear all the words
22 so that we can get everything captured.
23 Thank you.

24 

Letter opposing the Durham Orange County Light Rail

Yuri Trembat [REDACTED]

Sent: 10/12/2015 9:26 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – maintenance facility

I oppose the proposed Durham – Orange Light Rail and support a “no-build” option for numerous reasons. The site for the proposed maintenance facility on Farrington Road is in a rural but populated area with a school close by. The originally proposed facility was to be in an area of Durham where most of the workers would reside and could walk to work and was close to the end of the line. This area is in the middle of the line so empty trains will have to come to it from either end of the line which means trains will be running empty deliberately and frequently. This is additional expense, and has the potential to create more pollution and noise. It is my understanding the original site for the facility was dropped because the land there is contaminated with chemical waste from a prior chemical plant and this would have to be cleaned-up in order to build the maintenance facility and GoTriangle did not want to spend that money. As a note, the residents in this poorer area of town still have to live with the toxicity and will not have the jobs they were promised.

I also oppose the proposed Durham – Orange Light Rail because there will be little additional parking at most of the stations and several stations will have no parking at all, including the Woodmont station. Duke is not adding parking and neither is UNC. Most stations will be walk-up only and this will further minimize ridership, which, by the way, is extremely overstated by GoTriangle.

The at-grade level crossings on the C2A route will create dangerous situations as people try to access NC54 without the benefit of traffic lights. Please either scrap the project and investigate alternative options, move C2A route to the north side of NC54 or elevate it to eliminate these dangerous intersections.

Thank you,

Dimitri Trembath

4705 Dutchess Lane

Durham, NC 27707

DURHAM CHAPEL HILL LIGHT RAIL CONCERNS

Dina Trobbiani

Sent: 9/16/2015 2:27 PM

To: info@ourtransitfuture.com, carlos.gonzalez3@dot.gov

I am a citizen of Durham, and I live off of Farrington Road, very near the proposed site of the ROMF. These are the questions I have regarding the light rail proposal that I would like answered.

1. I have been told that traffic coming off of I-40 to 54 is a huge concern and that the light rail will help with this traffic. I see no way for that to occur in reality or that the light rail will have anything to do with altering traffic density on 40 or at the 54/40 interchange. The traffic that flows from Jordan Lake and Raleigh enters onto 54 south of any proposed light rail stop. Traffic flowing northward to 54 from Farrington Rd/Farrington Mills Rd is also not near a light rail stop. Traffic still has to go either across 54 to the proposed Leigh Village station, or west to the proposed Woodmont station at Downing Creek. If anything traffic will increase if people attempt to turn and park in these areas, as we see similar congestion/backup when commuters attempt to turn into Friday Center Drive. **How does the Light Rail in general or the Leigh Village Station proposal in particular alleviate or ameliorate traffic density at the 54/I-40 interchange?**

What are other non-light rail ideas for calming or safely directing the flow of traffic at this intersection and have any been investigated?

2. Farrington Road is a main artery/cut through to 54 from points north (University, Chapel Hill Road, even 15/501 from Southwest Durham Drive and Ephesus Church). Construction here of the ROMF causes two crossings on this road, which will cause chaos during construction and traffic jams afterwards. During construction, neighborhoods north of the bridge over I 40 will be cut off from emergency services/ambulances from UNC with potential disastrous consequences. There is no more direct route from 54 than Farrington, all others are more circuitous. **How will the safety of the citizens who live here be guaranteed when they are cut off from emergency services (ambulance to and from the area to UNC) while the light rail crossings for the ROMF are constructed?**

3. The engineers seemed very surprised that at grade crossings would impact traffic negatively on Farrington. **Why hasn't a traffic study been done regarding the LR crossings, the ROMF with respect to the unique role of Farrington road in the flow of traffic in South Durham?**

4. Regarding the Farrington Road ROMF site - rezoning to industrial and building the ROMF here will hugely disrupt the surrounding communities with noise, chemicals, light, and 24 activity causing a decrease in quality of life for the neighborhoods adjacent to the proposed site, and a decrease in home value/resale value. This ROMF does not just effect 6 houses which will be demolished but all the very nearby communities. The community of Culp Arbor, for example, which consists mostly of retirees with little ability to move, will be located directly across from the ROMF. Their homes will lose value, and the proposed construction of their phase II development will also be hit hard, as no one will want to live directly across the street from the ROMF either during construction or while operational. Many millions of dollars are estimated to be potentially lost in all of the neighborhoods on Farrington. **Why does Durham not appear to hear the concerns of so many of its citizens who are negatively impacted and do not want the Light Rail? EXAMPLES: Meadowmont was constructed with the Light Rail in mind, and they fought to change the route away from their community. Downing Creek does not want the Woodmont station at its doorstep. The JCC petitioned not to have the ROMF on Cornwallis.** Why is Durham ignoring her citizens? We who actually live here with the facts on the ground do not want this Light Rail, why are we not heard?

5. The Light Rail proposal for our area is not appropriately comparable to DC's metro or other metropolitan LR systems. Aside from our much smaller population, the route appears to be basically conveniently transporting people from Duke to UNC. The plan dropped expansion beyond Alston to neighborhoods that could have used walkable access to public transportation. This plan benefits a very few - notably Duke and UNC, who will contribute no monies to the construction or maintenance of the light rail - while penalizing the entire city of Durham to fund the project with taxes, and with the very real disruption of lives and livelihoods for many who are negatively impacted by construction. We already have a bus system which is much more flexible and for much less cost that more efficiently and appropriately serves our population density. And which could be upgraded and improved for far less cost.

Wake county, with a higher population density, has declined light rail after an independent study. **Why hasn't Durham arranged for an independent study to see if the light rail is truly a good solution for our area?**

Before sinking 1.8 billion dollars of taxpayer monies into an idea that will be outdated before it is completed and is

not desired by the very citizens who live in the areas of construction, we the citizens of Durham need substantive answers to our questions.

Thank you,
Dina Trobbiani



OPPOSE LIGHT RAIL. This plan is not for the majority of people of Durham.

Dina Trobbiani [REDACTED]

Sent: 10/12/2015 2:24 PM

To: info@ourtransitfuture.org

I oppose the proposed Durham – Orange Light Rail because it will not serve “the people”. When a significant amount of taxpayer dollars are being spent for the people, I think of a project that would serve a large number of people. This project will run along a small and very specific area and serve a very small percentage of the population. As folks in the area are crying for transit to take them to RTP and the airport, we are spending \$1.8 billion to help people commute between UNC and Duke. If you look at traffic numbers, there is a much greater need in many areas along I-40 than in this small and less traveled corridor along NC 54 and 15/501. There is rapid growth going towards Burlington and Carrboro as well. Let's really help “the people” and look into safer, flexible and less expensive forms of transportation that can be expanded and get folks to the areas that they really want to travel to. I'd prefer my tax dollars to be spent more wisely and less frivolously.

If you want your voters to think you are serious about our community and serious about transit in our community, focus on transportation to NC Central and Durham Tech. Those excellent schools directly benefit many more of our youth (and working/retraining adults) than either Duke University or UNC. If we are paying for it, it should be about our community, our Durham, not Duke/UNC.

Sincerely,

Dina Trobbiani

[REDACTED]

[REDACTED]

Get Involved Contact Form

Jill Trufant [REDACTED]

Sent: 10/7/2015 9:53 AM

To: info@ourtransitfuture.com

Name: Jill Trufant

Phone Number: [REDACTED]
[REDACTED]

Message Body:

I wholeheartedly support the Durham- Orange Light Rail Transit Project! I would love if there were quicker and more reliable public transportation options in this area.
It is a shame how car -dependent we are.

If we want to be a more connected Triangle moving forward, we need better public transportation!

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Ms. Cyndy Yu Robinson
AECOM Public Involvement and Communication
Environmental Planning, NC
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560

RE: Oppose Go Triangle Light Rail

As a tax paying citizen and homeowner in Durham, NC, I am deeply troubled by the waste of my federal, state and local tax dollars as they will be allocated to the Durham/Chapel Hill Go Triangle Light Rail project.

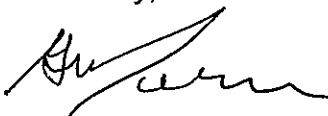
I strongly oppose Go Triangle Light Rail. This project will have a negative monetary impact on my neighbors and me in Durham and Chapel Hill through taxation because taxes will be increased yearly and wasted on an inefficient transportation system. The future way of life for this culturally rich and beautiful area of Chapel Hill will not be improved by Go Triangle's unfulfilled 'dream' of the light rail and the area will still need reliable transportation.

Below is a summary of the estimated cost of Go Triangle Light Rail:

- A. \$1.82 BILLION– Total estimated cost in today's dollars
- B. \$107 MILLION PER MILE of 17 miles of track for construction.. (The completion of the light rail is not projected until 2025.)
- C. 80% ridership costs will be paid by the LOCAL TAXPAYER. (A total of \$12.8 MILLION in annual tax liability to Durham and Chapel Hill residents.)

I implore you to oppose this type of wasteful spending of our hard earned tax dollars and instead of raising taxes, lower them.

Sincerely,


Gilbert Turner
27577

D-O LRT Project – DEIS

Gilbert Turner [REDACTED]

Sent: 9/12/2015 5:01 PM

To: info@ourtransitfuture.com

DEIS/Draft Population Notes Challenge 1

The following statistics are to challenge the population numbers used by GoTriangle in their DEIS/Draft Table 1.1-1. Your numbers are incorrect.

Table 1.1-1: Forecasted Population Notes (Source DCHC MPO 2012)

	2010	2040	Percent Change
Durham County	258,000	422,000	64%
Orange County	129,000	197,000	52%
D-O Corridor	27,000	54,000	100%

Problems:

Actual Durham County Population 2010 (latest census) is 267,587. Not 258,000. Actual Orange County Population 2010 (latest census) is 133,801. The Percent Changes would be 57.7% (Durham) and 47% (Orange). **That is only if the 2040 numbers are real.** I can find no 2040 Forecasted Population numbers in any State or Federal Government population documentation that match the 422,000 (Durham) or the 197,000 (Orange) stated in the above table. Also, there is no State or Federal Government documentation for the D-O Corridor numbers.

My Table 1 Using 2015 rather than 2010 (as it is now 2015)

2015 numbers and the 65+ age group numbers are from *The NC Office of State Budget and Management: SAS Output Population Growth*

	2015	2040	Percent Change
Durham County	297,811	422,000	41.7%
Orange County	141,596	197,000	39%

Again, this is only if the 2040 numbers are real.

We must also take into consideration that these population numbers do not take into account that the 65+ age group in these numbers (at least 50% Orange county and 30% Durham county in 2035) will substantially reduce the actual “people riding to work numbers”

Gilbert Turner



D-O LRT Project – DEIS

Gilbert Turner [REDACTED]

Sent: 9/12/2015 5:04 PM

To: info@ourtransitfuture.com

DEIS/Draft Population Notes Challenge 2

The following statistics are to challenge the information in the paragraph below from page 1-5 used by GoTriangle in their DEIS/Draft. **Your numbers are incorrect.**

Existing and forecasted populations illustrate transit ridership potential in the densely populated locations along the D-O Corridor. Growth is projected to be concentrated within Chapel Hill and the westernmost sections of Durham, which are closest to Chapel Hill and I-40. Much of this growth can be attributed to increased residential development for employees and students at UNC to keep pace with rising student enrollment. In 2007, UNC had just over 28,000 students and by 2017 total enrollment is projected to reach 33,000 students, a net increase of 18 percent.

The following enrollment numbers are from *University of North Carolina at Chapel Hill Office of the University Registrar Historical Enrollment Statistics*

UNC-CH enrollment for Spring 2007 was 26,510. Not over 28,000 as stated by Go Triangle.

Enrollment Spring 2015 is 28,223. This is less than a 7% growth over 8 years. **There are no 2017 projections reported by UNC-CH.**

Because of budget decreases over the past 4 years at UNC-CH, there will probably be little or no growth in student enrollment, staff hiring, or new faculty for a very long time.

Gilbert Turner
[REDACTED]

D-O LRT Project – DEIS

Gilbert Turner [REDACTED]

Sent: 9/12/2015 5:09 PM

To: info@ourtransitfuture.com

DEIS/Draft Population Notes Challenge 3

GoTriangle's population and jobs growth that **may** occur over the next 25 years are based on growth of Chapel Hill's largest employers, UNC Health Care and UNC Chapel Hill. I believe their projections highly overstated.

Growth in Population and Jobs at UNC Health Care:

From UNC Health Care Web Page:

In the past few years, UNC Health Care has experienced significant growth and change. UNC Health Care has grown to include eight hospitals and more than 22,000 employees. When we say UNC Health Care, we are referencing our state-wide system of hospitals, research and education entities, practices and employees.

Note that over 90% of that growth appears to be outside of Chapel Hill Campus.

Of the 2,903 hospital beds available in the UNC System, 2,103 (74.4%) are at these eight hospitals that will **NOT** be served by D-O Light Rail.

[Caldwell Memorial Hospital](#)

[Chatham Hospital](#)

[High Point Regional Health](#)

[Pardee Hospital](#)

[Nash Health Care](#)

[Regional Physicians](#)

[Rex Healthcare](#)

[Hillsboro Campus](#)

UNC Physicians Network partners are also a part of this growth. Note that 37 of the 41 Practices are **NOT** served by D-O Light Rail. See list below.

[Boylan Healthcare](#)

[Carolina Advanced Health](#)

[Carolina Primary Care](#)

[Chatham Medical Specialists](#)

[Chatham Primary Care](#)

[Clinton Medical Clinic](#)

[Executive Health Carolina Clinic](#)

[Garner Family Practice](#)

[Gibbons Family Medicine](#)

[Highgate Family Medical Center](#)

[Johnston Medical Associates Clayton](#)

[Johnston Medical Associates Kenly](#)

Johnston Medical Associates Internal Medicine
Johnston Medical Associates Urgent Care
Johnston Medical Associates Specialty Clinic
Knightdale Family Medicine
Mebane Primary Care
Nash Neurosurgery
North Chatham Pediatrics and Internal Medicine
Orange Family Medical Group
Pinehurst Medical Clinic Cardiology
Pittsboro Family Medicine
Rex Family Practice of Knightdale
Rex Family Practice of Wakefield
Rex Pediatrics
Rex Primary Care of Cary
Rex Primary Care of Holly Springs
Rex/UNC Family Practice of Panther Creek
Riverbend Family Medicine
Sanford Specialty Clinics
Southpoint Medicine and Women's Health Associates
UNC Cardiology at Lumberton
UNC Cardiology at Roxboro
UNC Family Medicine at Apex
UNC Family Medicine at Hillsborough
UNC Family Medicine at North Raleigh
UNC Urology at Burlington
University Pediatrics at Highgate

Major Projects:

UNC Hospitals is expected to be the first tenant to begin construction at Chatham Park. The Chapel Hill-based hospital system will be building a 25,000-square-foot medical building at the intersection of U.S. 64 Bypass and U.S. 15-501 with construction set to begin in August. UNC Hospitals has also expressed interest in expanding with a "major" facility at Chatham Park in the future. These projects will **NOT** be serviced by D-O Light Rail

The only other project planned for 2018 is to add 42 additional acute care beds at the Chapel Hill campus. UNC Hospitals filed a petition with state regulators seeking the ability to add 42 acute-care beds at its Chapel Hill campus. Note: This project has not been approved.

Growth in Population and Jobs at UNC Chapel Hill:

Because of budget decreases over the past 4 years at UNC-CH, there will probably be little or no growth in student enrollment, staff hiring, or new faculty for a very long time.

Letter from UNC CH President

The following information and statistics are to challenge the purpose and need for Chapel Hill to be a part of the the D-O Light Rail system. Your information concerning growth in this area are incorrect. Since the global economic crisis began in the fall of 2008, the campus community has been informed about the impact of state

budget cuts.

During four consecutive years of state budget cuts, UNC campuses including Carolina have faced significant reductions in state funding, the impact of which has been felt in classrooms and libraries as well as throughout university operations. Carolina has taken approximately \$235 million in total state cuts since 2008.

That total does not account for additional funding including tuition revenue or enrollment growth funding. Throughout the economic crisis, the University has made protecting core academic and teaching programs the priority. Until fiscal 2011-12, reductions were focused primarily on administrative cuts and measures to improve efficiency. However, the cumulative impact of repeated reductions in state funding has been felt acutely in the classroom.

Although state appropriations currently account for slightly less than 20 percent of Carolina's total operating budget, it is critically important revenue that supports instruction and key academic operations.

By necessity, budgets passed by the General Assembly during the economic crisis were austere. As a result, Carolina like every campus in the UNC system has faced dramatic cuts threatening the ability to educate the next generation of leaders.

Gilbert Turner



DEIS/Draft Notes Challenge 4

Car Body Repair and Paint Shop

In a meeting at the Villas of Culp Arbor community on Farrington Road, we were shown slides with drawings of the ROMF. The drawing of the Farrington Road ROMF displayed a “*Future Car Body Repair and Paint Shop*”. We were told that the drawing was incorrect and decision on a “paint shop” had not been made.

In their response (08/08/2015) to the meeting question, When will the body repair and paint shop be built? Their reply was:

“Light rail vehicle body repairs and painting will be contracted to an off-site business that does body and paint work. This type of work will not be done at the ROMF. There are no plans to construct a paint and body shop on site”.

In the Draft Environmental Impact Statement (DEIS), I can find no reference to a “Body Repair and Paint Facility.

Because of the following information, it is my opinion that no environmental statement should be released, much less approved, without identifying the location of this facility, providing studies on the impact of this facility and letting us know exactly how they intend to protect our environment and people from the pollutants generated.

From the EPA: What kinds of pollutants are emitted from body shops?

*Body shops emit pollutants such as hazardous air pollutants (HAPs), particle pollution (dust), and volatile organic compounds (VOC). These pollutants can contribute to health problems that may affect shop employees **and the community**. While Federal, state, local, and Tribal regulations limit the amount of emissions from body shops, dangerous releases of HAPs can occur if a shop does not operate in compliance with regulations.*

- Paints, cleaners, and paint strippers can release some HAPs and VOC. Chemicals in these substances can also react in the air to form ground-level ozone, which has been linked to a number of respiratory effects. EPA has developed a Web site on [ground-level ozone](#).

From the EPA Ground-Level Ozone Web Site:

*Breathing ground-level ozone can trigger a variety of health problems, particularly for **children, the elderly**, and people of all ages who have lung diseases such as asthma. Ground level ozone can also have harmful effects on sensitive vegetation and ecosystems. **Children are at greatest risk** from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure.*

- Lead, chromium, and cadmium are metals that form particle pollution during sanding and welding. EPA's Air Toxics Health Effects Notebook has more information on [lead](#), [chromium](#), and [cadmium](#).
- Breathing particle pollution can cause respiratory problems and other harmful health effects. EPA has developed a Web site on [particle pollution](#).

From the EPA Particle Pollution Web Site:

*People with heart or lung diseases, **children and older adults are the most likely to be affected** by particle pollution exposure. However, even if you are healthy, you may experience temporary symptoms from exposure to elevated levels of particle pollution.*

Particle pollution - especially fine particles - contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including: premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing.

- Diisocyanates are hazardous air pollutants emitted during painting operations. These compounds are a leading cause of occupational asthma.

Gilbert Turner

Chapel Hill, NC 27517